



**Federal Aviation
Administration**

**Russ Chew 1-800-FAA-NEWS Phone Message
February 10, 2006**

Hello, this is Russ Chew with this week's update for February 10th.

Hello, this is Russ Chew with this weeks update for February 10.

This week, I had the distinct pleasure of visiting our people at the Mike Monroney Aeronautical Center in Oklahoma City, which handles much of the technical academy training for our controllers and technicians, NAS logistics, and FAA business services.

While I was getting a look at our largest regional facility, I also met many of our ATO employees there -- mainly from Aviation System Standards and National Airway Systems Engineering. I also talked with about two hundred of our new student controllers, some who were just getting started -- and some who were getting ready to leave for their first assigned facility. It's good to see so many bright, energetic people who will become the mainstay of our controller workforce in the years ahead.

As you may know, ATO operates several large operational support functions there, one of which is our Flight Inspection Group, which runs and coordinates our flight inspection aircraft operation. This is a very significant level of effort that we put into managing a fleet of over 30 airplanes, that fly every day to meet the ongoing need to flight check our NAS navigation facilities and procedures. As always, it's good to meet some of our people in the field, who are working hard to integrate our instrument procedures into the NAS.

I also met with our Second Level Engineering group in Technical Ops, who provide the engineering expertise and knowledge for many of our NAS systems. I was able to view firsthand several cost saving enhancements in progress for our Medium Intensity Approach Lighting Systems Runway Alignment Indicator Lights (or MALSRs), our Airport Surface Detection Equipment (ASDE-3) systems, as well as work efforts associated with the deployment of ASDE-X and JAWS, the Juneau Airport Wind System.

I would like to thank Mike Pine, our Team Lead on Surface Surveillance; Wayne Findley (FEND LEE) our Team Coordinator for Lighted Navigation, and Marcella

(MAAR CEL A) Meador (ME TER) our Team Lead for Weather Sensors and Display Systems.

On the procurement side of things, we are continuing to give our controllers the latest tools to help manage traffic growth and stay in front of the constantly evolving national airspace system. On February 12th, Terminal Services expects to deploy the Standard Terminal Automation Replacement System (STARS) at Jacksonville, Florida, and further STARS deployments will occur at Shreveport, Louisiana, on April 13th and at Houston, Texas on September 24th.

On a related note, the ASDE-X achieved initial operating capability at the Seattle-Tacoma International Airport in Seattle, Washington, on January 27th, meeting one of Terminal Services' performance goals for this year. Terminal Services also delivered an ASDE-X system with safety logic to the Lambert St. Louis International Airport on January 16th.

And a final word on the Combined Federal Campaign – our National Capitol Area CFC contributions were the highest in the agency's history. At the start of the campaign, the National Capital Area set a goal of slightly more than \$350 for an average contribution. With a final tally of almost \$265,000 and over 500 individual donors, it appears that the average ATO contribution exceeded \$500. In light of the hurricane-related fundraising that so many contributed to earlier in 2005, achieving this success in the year-end campaign is simply that much more remarkable.

That's it for this week. Thanks for listening, and I'll talk to you again next week.